LOCAL NOTICE TO MARINERS

U.S.Department of Transportation United States Coast Guard

MONTHLY EDITION - JUL 1997

**FAX-ON-DEMAND - LOCAL NOTICE TO MARINERS AT (703) 313-5931 or 5932 **

** Electronic Bulletin Board Service: (703) 313-5910 **

300 to 28.8 bps, 8 data bite, no parity 1 stop bit

** NIS watchstander, 24 hours a day at (703) 313-5900 **

** INTERNET ADDRESS **

http: // www.navcen.uscg.mil

OR

FTP: //ftp.navcen.uscg.mil

Issued by: Commander (mon) Telephone: (907) 463-2272 (0800-1600)
Seventeenth Coast Guard District (907) 463-2004 (1600-0800)
P.O. Box 25517
Juneau, AK 998025517 Facsimile:(907) 463-2273

Questions comments or additional information on this Local Notice to Mariners or the Local Notice to Mariners mailing list (additions. deletions. corrections) sh be directed to the address above.

*For faster service, get the 17th District Local Notice to Mariners via e-mail. To get on our electronic mailing list, send us an e-ma **ikctgnav@alaska.net**

LIGHT LIST REFERENCE: COMDTPUB P16502.6 VOL. VI 1996 EDITION

BROADCAST NOTICE TO MARINERS

Navigation information, previously promulgated by Broadcast Notice to Mariners **161/97** through **287/97** and still in effect, is included in this notice.

USE OF THE LOCAL NOTICE TO MARINERS

The monthly edition of the Local Notice to Mariners contains information relevant to the waterways within the Seventeenth Coast Guard District. This monthly edition should be retained as a reference for subsequently issued weekly supplements.

I SPECIAL NOTICES

DISCREPANCY REPORTS OF THE MARINE DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS)

The U.S Coast Guard is in the Initial Operational Capability (IOC) phase of the marine DGPS service. During IOC, the DGPS service is available for positionin navigation. However, users are always cautioned to use all available navigational tools to ensure proper evaluation of positioning solutions. During this IOC p system validation tests are being conducted, procurement and installation of the next generation of transmitters are being pursued, the control station software upgraded and other problems identified during the pre-operational and IOC phases are being resolved.

To facilitate the evaluation and development of the final DGPS service, reports of DGPS discrepancies are highly beneficial. To ensure timely and complete information, user discrepancy reports are requested in the following format:

DGPS User Discrepancy Report

A. Date:
B. Reporting source:
C. Reporting source phone number (day/night):
D. Reporting source position (Lat/Long/general geographic location):
E. Date/time of event:
F. Duration of the occurrence:
G. Reporting source activity:
H. Weather conditions:
I. Bearing and range of electrical storm:
J. DGPS broadcast site in use:
K. Type of DGPS receiver used:
L. Problem DGPS receiver indicated:
M. Other receiver indications:
N. DGPS beacon signal strength observed:
O. DGPS beacon signal to noise ratio observed:
P. User DGPS receiver operates correctly with other DGPS sites: Y/N
Q. Does receiver function properly in GPS mode of operation: Y/N
R. Comments:

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

Date: 01 JULY 1997 **NOTICE NUMBER 27**

I SPECIAL NOTICES (Cont.)

This information can be sent in the following ways:

(1) Via mail to: Commanding Officer / NIS
7323 Telegraph Rd.
Alexandria, VA 22315-3998
(2) Via message to: COGARD NAVCEN ALEXANDRIA VA/NIS
(3) Via fax to: (703) 313-5920
(4) Via internet e-mail to: nisws@smtp.navcen.uscg.mil
(5) Or by calling the NIS watchstander at (703) 313-5900

Bridge-to-Bridge Radiotelephone Listening Watch
VHF radio equipment used to meet the U.S. Bridge-to Bridge Radiotelephone Act requirement for maintaining a listening watch on the navigation channel 13 channel 67 in lower Mississippi River), must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the channel 13/67 wa distress call on channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling channel 70, should either not be used or l disruption feature disabled.

POTATO POINT- DGPS - OFF-AIR
The Potato Point DGPS site is authorized intermittent off-air periods between 1500Z and 0400Z on 08, 09, 24, and 25 July 97.

ATTU - LORAN-C - PROPOSED OFF-AIR
This is a proposal to authorize Loran Station Attu (5980-X/9990-X) off-air time from 1800Z to 2000Z on 31 Jul 1997. The alternate time will be from 1800Z to 200 on 01 Aug 1997. Objections will be considered until 1800Z on 25 Jul 1997. Users shall address inquiries to the North Pacific Coordinator of Chain Operations (907) 487-5183. Current Loran-C status is available 24 hours a day through an electronic bulletin board system (BBS) at (703) 313-5910, baud rate 300 to 28, Communications parameters are eight bit word, one stop bit, no parity. Internet address: http://www.navcen.uscg.mil

ALASKA - GULF OF ALASKA - BERING SEA - SUBSURFACE MOORINGS
The following are deployment times and locations of subsurface moorings in the Gulf of Alaska (Shelikof Strait and Unimak Pass)

Mooring	Deployed	Recovery	Location	Depth
Pavlof Bay	March 1997	March 1998	55°11.24'N 161°42'W	101 meters
PG-96UP-1	September 1996	October 1997	54°21'N 164°03'W	100 meters
*This mooring has a float 5 meters above bottom depth.				
PG-96UP-2	September 1996	October 1997	54°16.2'N 164°46.8'W	70 meters
*This mooring has an instrument and float at 11 meters above bottom depth.				
PG-96UP-3	September 1996	October 1997	54°19'N 164°45'W	70 meters
*This mooring has an instrument and float at 11 meters above bottom depth.				
PG-96UP-4	September 1996	October 1997	54°22'N 165°43.5'W	60 meters
*This mooring has an instrument and float at 11 meters above bottom depth.				
PG-96UP-5	September 1996	October 1997	54°21'N 165°45'W	100 meters
*This mooring has a float 5 meters above bottom depth.				

Following are locations and deployment times of surface and subsurface moorings in the Bering Sea:

Buoy	Deployed	Recovery	Location	Depth
F-97BSM-2	April 1997	September 1997	56°52.5'N 164°01.9'W	
*One surface moored instrument buoy. One subsurface mooring.				
F-97BSM-3	April 1997	September 1997	56°03.6'N 166°20'W	
*One surface moored instrument buoy. One subsurface mooring.				
F-96BS-4	September 1996	September 1997	57°51'N 168°52'W	65 meters
*One subsurface mooring. This mooring has floats and instruments from 11 meters to 55 meters below the surface.				

One subsurface moorings were deployed in April 1997 southwest of Unimak Pass in the Bering Sea. This mooring has floats and instruments from 150 to 1000 meters+ below the surface.

F-97BS-6	April 1996	April 1998	53°24.31'N 168°50.63'W	1,016 meters

Nine moorings were deployed south of Unimak Island in June 1997. One surface and 8 subsurface moorings in 50 to 60 meters of water:

F-97IF-1	58°40.2'N	168°19.2'W	Surface mooring
F-97IF-2	58°37.9'N	168°21.8'W	TRBM
F-97IF-3	58°42.5'N	168°16.6'W	TRBM
F-97IF-4	58°49.5'N	168°08.8'W	Subsurface mooring

I SPECIAL NOTICES (Cont.)

F-97IF-5	58°42.2'N	168°05.1'W	Subsurface mooring
F-97IF-6	58°32.9'N	168°15.4'W	Subsurface mooring
F-97IF-7	58°28.5'N	168°32.1'W	Subsurface mooring
F-97IF-8	58°38.2'N	168°33.3'W	Subsurface mooring
F-97IF-9	58°47.6'N	168°23.0'W	Subsurface mooring

These moorings will be recovered before October 1997

One moored buoy will be deployed on or about 16 July 1997 in position 56°20'N 157°25.0'W and will display a GFL (3) light.

For additional information, please contact Mr. William Parker at (206) 526-6180, E-mail: **parker@pmel.noaa.gov**

II DISCREPANCIES - DISCREPANCIES CORRECTED

WARNING: Mariners are cautioned that portions of destroyed structures may remain visible or may be submerged.

Abbreviations normally used in the Local Notice to Mariners are as follows:
BNM - Broadcast Notice to Mariners
LNM - Local Notice to Mariners
TLB - Temporary Lighted Buoy
TDBN - Temporary Daybeacon
TRLB - Temporarily Replaced by Lighted Buoy
TRUB - Temporarily Replaced by Unlighted Buoy
TUB - Temporary Unlighted Buoy

DISCREPANCIES:

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
22429.5	Thorne Bay Channel Daybeacon "7"	Destroyed	17405	657/96	48/96
23801	Coghlan Island Daybeacon "1"	Partially Destroyed	17315	187/97	21/97
24255	Elfin CoveDaybeacon 3	Missing	17302	280/97	27/97
26100	East Amatuli Island Light	Dayboard Destroyed	16640	199/97	23/97

DISCREPANCIES/PRIVATE AIDS:

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
27467	APL Dolphin Lights	Extinguished	16011	178/97	20/97
27467	APL Shoal Lighted Buoys	Extinguished	16011	178/97	20/97

III TEMPORARY CHANGES - TEMPORARY CHANGES CORRECTED

TEMPORARY CHANGES:

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
1105	Cape St.Elias Bell Buoy "2"	TUB	16723	121/97	13/97
23305.6	Keku Strait Daybeacon "9"	TRUB	17372	188/97	21/97
23305.8	Keku Strait Daybeacon "11"	TRUB	17372	188/97	21/97
26250	Anchor Point Light	Fl W 6s 7M	16645	437/96	30/96

IV CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progress through all charts affected. The example below explains the individual elements of a typical correction.

Chart Number	**Chart Edition**	**Edition Date**	**Last Local Notice to Mariners #**	**Chart Datum**	**Source of Correction**	**Current Local Notice to Mariners**
***16682**	13th Ed. 02/10/90		Last LNM 34/95	**NAD 83**	(CCGD17)	05/97
	AK - Kenai Peninsula - Cape Resurrection to Two Arm Bay (Inset)					
	Change:		depth legend to: Reported dredged 55ft 1995		60°07'00.0"N 149°25'43.0"W	
	Corrective action		**Object of corrective action**		**Position**	

A chart number preceded by an asterisk **(*)** indicates this is the largest scale chart on which the correction appears. The word **(temp)** below the chart number indicates the chart correction is temporary in nature.

The letter **(M)** immediately following the chart number indicates the correction should be applied to the metric side of the chart only, and is not part of the chart r

Positions given for chart corrections will be in the datum referenced by the current edition for that chart.

IV CHART CORRECTIONS (Cont)

16580	9th Ed.5/05/90 Last LNM 26/97 **NAD 83**		(CCGD17)		27/97
	AK - Kodiak Island				
	delete:	Buoy 1	57°25'33.6"N	153°50'47.7"W	
	add:	Aleutian Rock Daybeacon 1	57°25'36.3"N	153°50'41.9"W	
16597	8th Ed.10/07/89 Last LNM 32/95 **NAD 83**		(CCGD17)		27/97
	AK - Kodiak Island- Uganik and Uyak Bays				
	delete:	Buoy 1	57°25'33.6"N	153°50'47.7"W	
	add:	Aleutian Rock Daybeacon 1	57°25'36.3"N	153°50'41.9"W	

V ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

NONE.

VI PROPOSED CHANGES IN AIDS TO NAVIGATION

1. The Coast Guard is considering removing the bell from Cape St.Elias Bell Buoy "2".

Any interested company or individual wishing to provide comments should contact:

Commanding Officer
USCGC SWEETBRIER (WLB 405)
P.O Box 300
Cordova, AK 99574
Attn: ENS Bird
907-424-3434

VII GENERAL

ALASKA- ALASKA PENINSULA WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS)

1. The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Sitkinak Strait Waterway which includes Sitkalidak St Geese Channel, Alitak Bay and Moser Bay. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, po resources, emergency response plans, routine and emergency communication capabilities, and future development projects.

2. The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Alaska Peninsula Waterway which includes the Semi Islands, Chignik Bay, Sand Point, Korovin Strait, Popof Strait and Unga Strait. The study focuses on the area's aids to navigation system, waterborne commerc marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development pr

Any interested company or individual wishing to provide comments or participate in these two user surveys should contact:

Commanding Officer
USCGC FIREBUSH (WLB 393)
P.O Box 190653
Kodiak, AK 996190653
Attn: WAMS Officer
487-5303

3. The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of Kachemak Bay. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communica capabilities, and future development projects. Any interested company or individual wishing to provide comments or participate in this user survey should conta

Commanding Officer
USCGC SEDGE (WLB 402)
P.O Box 101
Homer, AK 99603
Attn:ENS C. E. Bland
(907) 235-5233

VIII LIGHT LIST CORRECTIONS

Note: * Indicates the column(s) in which a correction has been made or new information added. *

(1) LLNR	(2) Name and Location	(3) Position	(4) Characteristics	(5) Height	(6) Range	(7) Structure	(8) Remarks	
		N/W						
26510	ILKOGNAK ROCK LIGHT 1	57 54.8 130 38.5	Fl G 4s	18	4	SG on skelton tower.		27/97 *

IX ADDITIONAL ENCLOSURES

Coast Pilot 9	Change No. 22
Coast Pilot 9	Change No. 23

K. A. Hamblett
Commander, U.S. Coast Guard
Waterways Management and Navigation Safety Branch
Seventeenth Coast Guard District
By direction of the Commander

Operational Excellence Through Leadership, Teamwork and Continuous Improvement